

Union Gap Interchanges to Yakima Regional Airport

Why improve the Union Gap interchanges and airport corridor?

The Valley Mall Boulevard Interchange area is becoming increasingly more congested as retail grows in South Yakima and Union Gap. The South Union Gap Interchange has no direct access from I-82 to South Main Street in Union Gap. The proposed beltway connector will create a vital direct link from the interstate to the airport and West Yakima.

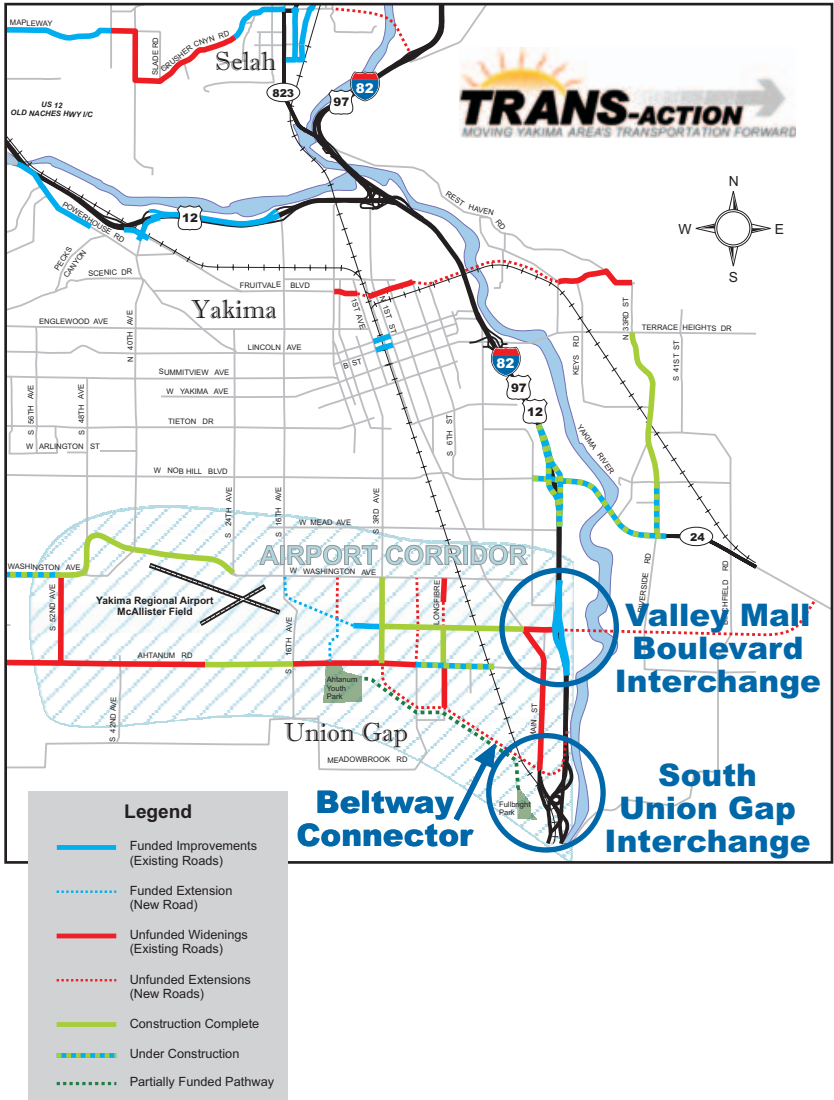
Revising these interchanges and constructing the beltway connector will reduce congestion and provide economic development opportunities for Southwest Yakima and Union Gap. The Valley Mall Boulevard Interchange improvements will provide a direct connection to Valley Mall Boulevard, and will be designed to tie into the finished improvements currently being designed and constructed by the City of Union Gap.

Who is involved?

A cooperative effort, led by the Yakima Valley Conference of Governments and the Washington State Department of Transportation, brought together representatives from the cities of Yakima, Union Gap, Selah, and Moxee, Yakima County, and local business owners, developers, and other interested parties, to prioritize regional transportation needs. This Transportation Action committee, called TRANS-ACTION, selected three high priority transportation projects that would enhance the economic vitality of the area. A TRANS-ACTION subgroup was formed with the specific task of developing improvements to the transportation system connecting the airport to I-82 at Valley Mall Boulevard and South Union Gap. This is one of the top TRANS-ACTION priorities.

Where will the funding come from?

A federal earmark for \$0.5 million was secured to continue preliminary design of the Valley Mall Boulevard and the South Union Gap Interchanges. The 2005 Transportation Partnership package and an additional federal earmark provide funding to design and build the Valley Mall Boulevard interchange improvements. Continued community support and partnering are essential to obtain the funding still needed to complete all of the improvements for the airport corridor.



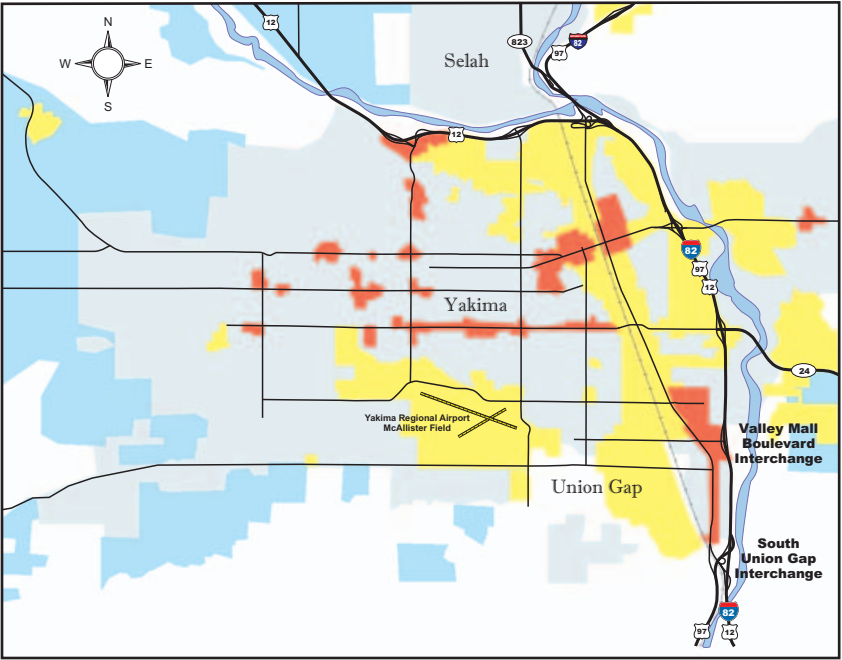
MAKING EVERY DOLLAR COUNT.

This project is funded in part by the 2005 Transportation Partnership Funding Package. The main source of funding is a 9.5¢ increase in the gas tax, phased in over four years. The package also includes a new vehicle weight fee and increases in other license fees and charges.

I-82 Valley Mall Boulevard and South Union Gap Interchange Improvements



Union Gap Interchanges to Yakima Regional Airport is one of three Transportation priorities identified by TRANS-ACTION, a group of local business leaders, elected officials, government agencies, and community members of the Yakima area. TRANS-ACTION is focused on developing the Upper Yakima area transportation infrastructure to meet long-range needs and encourage economic vitality.



Upper Yakima Area Development

Legend

- Business / Retail
- Commercial / Industrial
- Established Residential
- Rural / Residential Development

Long-range needs ...

... compel us to address the residential expansion in west Yakima, continued commercial growth around Union Gap, and increasing traffic congestion. One of TRANS-ACTION's top three priorities is to improve the link between the I-82 interchanges in Union Gap and the Yakima Regional Airport. To date nearly \$38 million has been invested to meet this need. Completing this link is vital to creating a healthy business environment, opening access to undeveloped areas, shortening commute travel times, attracting new business, encouraging tourism, improving quality of life, and supporting economic vitality.

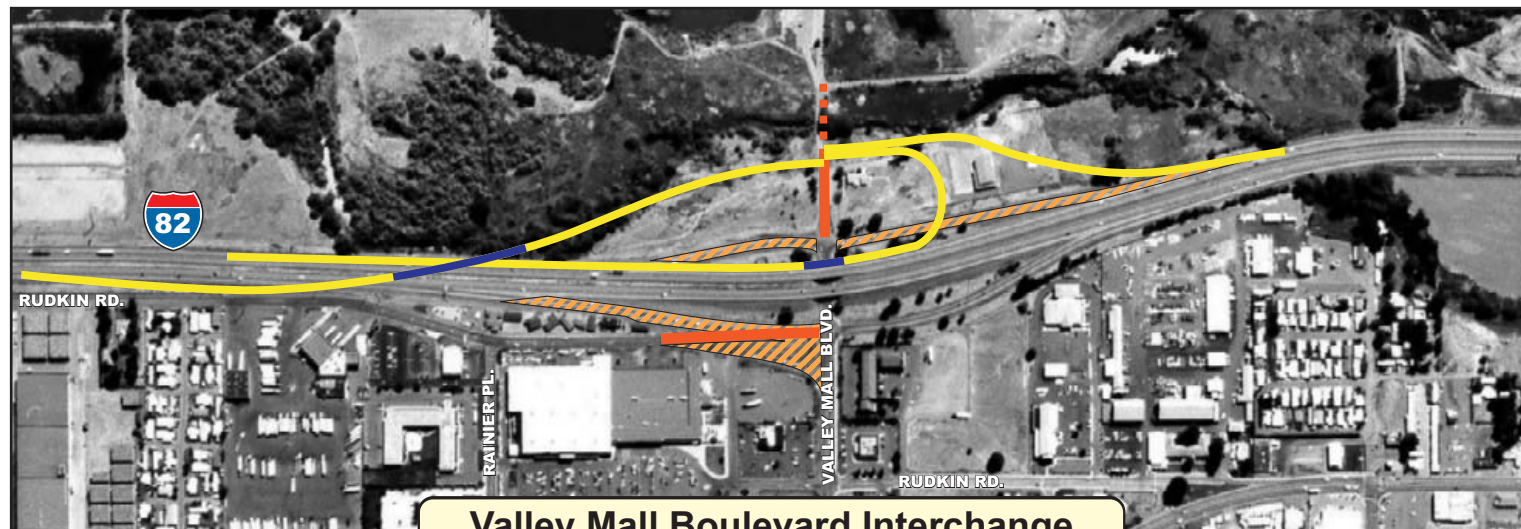
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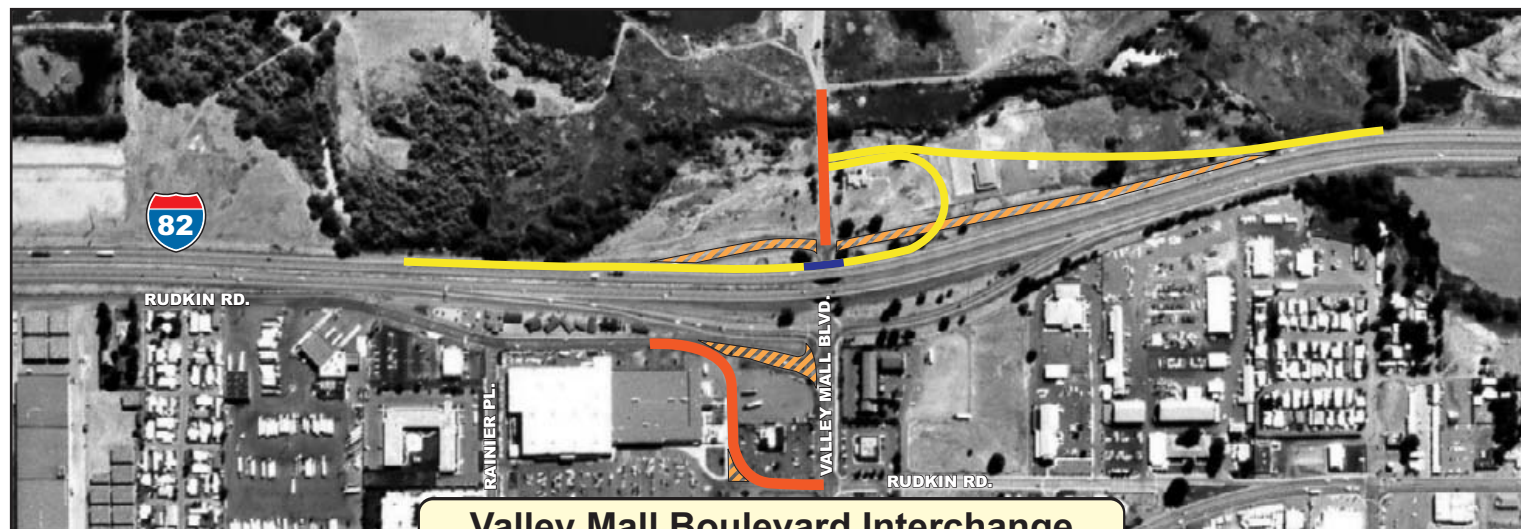
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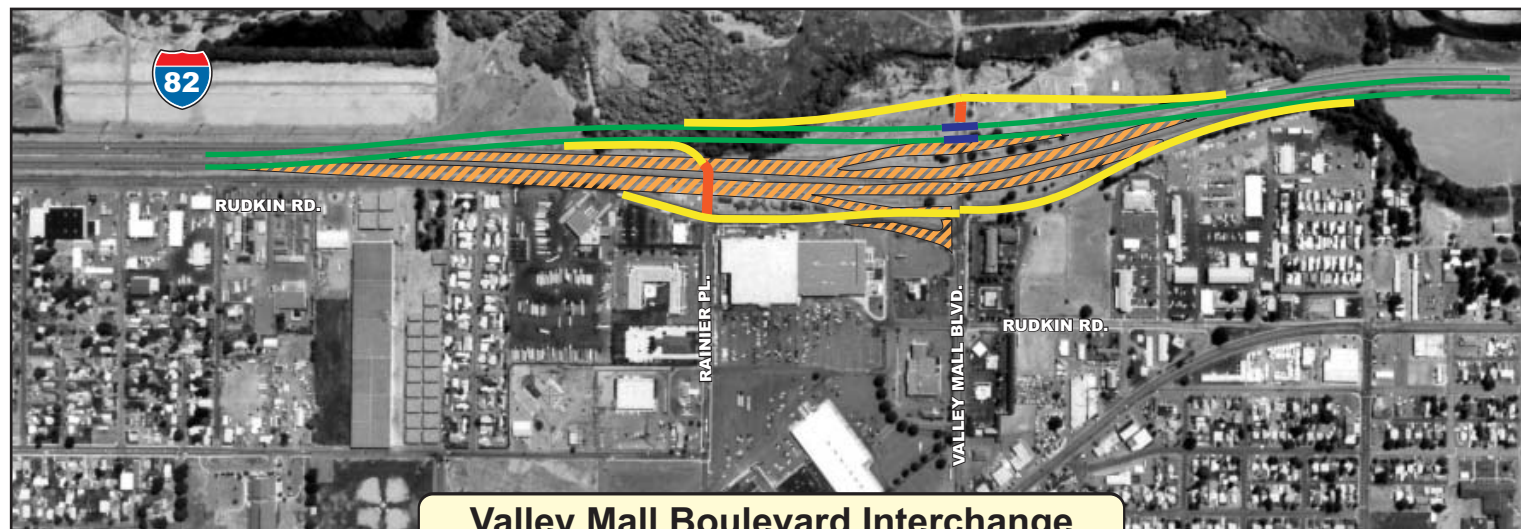
Valley Mall Boulevard Interchange



**Valley Mall Boulevard Interchange
Flyover Concept**
Preliminary Cost Estimate: \$25–\$35 Million



**Valley Mall Boulevard Interchange
N. Rudkin Rd. Realignment Concept**
Preliminary Cost Estimate: \$15–\$25 Million

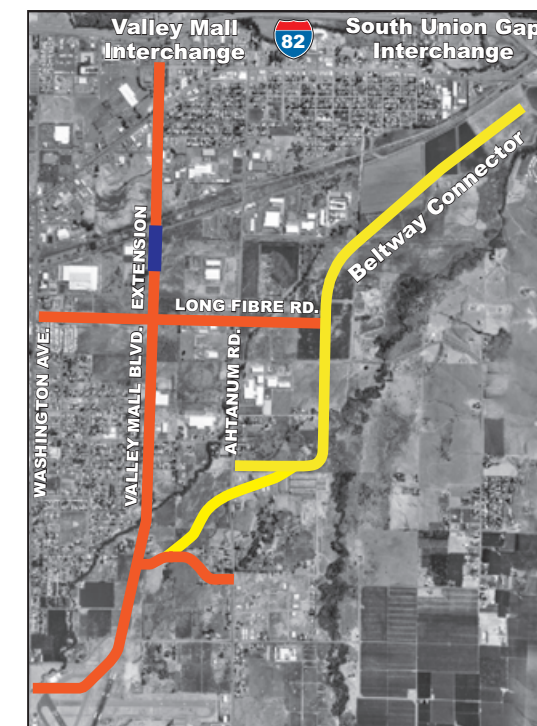


**Valley Mall Boulevard Interchange
Rainier Concept**
Preliminary Cost Estimate: \$20–\$30 Million

South Union Gap Interchange



South Union Gap Interchange Concept
Preliminary Cost Estimate: \$40–\$55 Million



Beltway Connector Concept
Preliminary Cost Estimate: \$8–\$15 Million

Legend

- New Surface Streets
- New Highway Ramps
- New Highway Alignment
- New Bridges
- ▨ Pavement Removal

These interchange concepts are preliminary designs only. Additional engineering studies, traffic modeling, environmental studies, and public involvement will be needed to further develop these ideas and select the preferred alternatives.

The preliminary cost estimates shown above include design, right of way, and construction costs. These estimates will be refined as additional information is obtained.